

# Aviation News

McGraw-Hill Publishing Company, Inc.

DEC. 30, 1946



**Helicopter Pioneer:** *Igor I. Sikorsky, brilliant Russian-born designer, opened a new vista in aviation with his development in 1939-40 of the little VS-300 helicopter whose main rotor and tail rotor configuration are still seen in most of today's successful machines. Seven years later, the helicopter industry is on its way to a carefully controlled expansion at the end of a year of significant achievement. (See story on page 7).*

## **CAB to Throw Spotlight on Freight Forwarding Field**

Sixty firms slated to submit exhibits next month for largest Board economic proceeding. . . . Page 11

## **New Ohio Charter Carrier Caters to the Industry**

Cleveland-based Executive Airlines sells time on contract basis. . . . Page 12

## **Ohio Court Decision Menaces Private Flying Fields**

Judge rules planes trespass when below minimum altitudes; grants injunctions. . . . Page 14

## **Buried Factories Found Advantageous in Sweden**

Key industrial plants put underground during war report lower costs. . . . Page 18

## **Low Cost Two-Place Helicopter Nearing Completion**

Hamilton firm in Baltimore hopes to market 'copter for \$5,000. . . . Page 19

## **Gael Sullivan Offered Post as Head of Air Cargo, Inc.**

Airline program to expand freight business faces delays on several fronts. . . . Page 21

As these  
great names in  
plane types  
take to the skies...

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With most of the leaders in aircraft manufacture, it's Kidde for protection against engine fires.

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# Kidde



## THE AVIATION NEWS

# Washington Observer



**AIA PULLS OUT OF ATA ADS**—There it another status Air Transport Association's budget may be lower in 1947. Aircraft Industries Association, which for years has contributed steadily to ATA's annual advertising budget, won't do it any more. Now will AIA and any other group's ad program, hereafter.

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**BRITAIN NEEDS TRANSPORTS**—On this page Oct. 16 British European Airways was reported considering purchase of more U. S. airplanes, in addition to the Superconstainers and Constellation already committed by the Government. It was also forecast here that our report would be a highlight in Parliament. It did. A British Overseas representative in New York denied the story, and BEA would have 31 Viking Vikings flying by year's end, added Aviation News to correct the story. It didn't. Few weeks ago all Vikings were grounded. Now British lines face a critical equipment problem. They have no converted DC-3s, nor replacement parts even if Douglas was available. Only alternative still seems to be purchase of U. S. transports, which will stand Parliament and British press on their ears again.

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**ARCTIC AIR FRONTIER**—Keep an eye on the new Northwestern Area Command, to be organized by Juan Chich of Staff. It will be charged with defense of the eastern sector of the Arctic air frontier with the already existing Alaskan Command on the western flank. Both key commands will be headed by seniors. Maj Gen H. A. (Pinky) Craig already commands at Alaska. A top ranking AAF general will be moved into the Northwestern Command when it is formed. Missing of the new group will be heavy bombers from B-29s on up. And don't be surprised if the principal base is on foreign territory—at Goose Bay, Labrador. That is about 1,600 air miles from Berlin, 3,500 miles from Moscow.

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**WAR DEPT. CENSORSHIP**—Despite war's end and close-down of Office of Censorship, some War Department officers in a few high echelons covered the press even submit for review everything that the Army itself considers classified. Virtually everyone in the Department, however, admits that almost everything is classified. So there is wide disagreement between press and Army on what, if anything, should be censored. Only agreement appears to be on atomic energy news. No law provides for censorship in peacetime. Press agrees that review process is slow. Many Wash-

ington writers have observed that words are muzzled or offered clearance on political grounds, not military security. Furthermore, military publicity officers "sit" on stories weeks on end because, on officers' own admission, they "haven't been able to get around to putting out releases." Security has nothing to do with it. War Department strongly has been registering unhappiness about two publicists, Los Angeles Times and Aviation News. The Times are a couple of "artist's conceptions" of famous military aircraft. Nicholas Hammett has done that for years. The News on matter of new aircraft. Immediately, publicity men in telephone phones were given their warnings about releasing data. In at least one of these two cases, the War Department has launched an investigation, seeking "leaks" in its own ranks, if any. It even took a geographic statement from its editor on his office, requesting identification of the writer of a news story and the source of information. The editor, of course, followed the journalistic practice of refusing to divulge such matter. He was told that if the War Department was unsuccessful in this investigation of its own personnel, it might turn the segment over to the FBI, Maritime, Army and press to submit "questionable material" to censorship.

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**FOREIGN SUBSIDIES? OF COURSE**—CAF Chairman Lendell makes no bones about the need of subsidies for U. S. international airlines for some time, regardless of whether there is "regulated competition" or a company company. But he is optimistic over ability of these carriers, like the domestic lines, to accomplish self-sufficiency eventually.

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**FUNDS FOR FLYING**—AAF will ask Congress for legislation authorizing the Secretary of War to contract with civilian firms to provide "university" flying for the Air ROTC program now under way in 76 colleges and universities. AAF plan is to give all cadets 10 to 25 hrs. of orientation flying in their senior year in college preparatory to taking regular flight training at flying cadets. AAF wants civilian flying schools to do the job of providing flying time. Air ROTC enrollment is about 8,000 at present, with 1,500 in-GI in the advanced course scheduled for flying next year. If funds are available, AAF plans to double the number of participating colleges and boost the number of students considerably. Indications are fixed base operations will be able to use the same lightplane equipment used in GI and regular flight training.



# 3 "musts" for Aerial Supremacy



Chance Vought Aircraft, typical of the American aircraft industry, is continually engaged in three separate and distinct phases of research and development work:

1. Constant refinement of existing types.
2. Experimental building and testing of new and advanced types.
3. Work on the designs of still later types, probing far into the future of flight.

Only through such a program of three-fold development can America be assured of keeping its strength in the air today, tomorrow and the day after tomorrow.

## CHANCE VUGHT AIRCRAFT

BRATFORD, CONNECTICUT

ONE OF THE FOUR DIVISIONS OF UNITED AIRCRAFT CORPORATION

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December 30, 1946

## New Helicopter Council Maps Future of Rotary Wing Aircraft

Lawrence Bell heads group charting long range program for development of helicopters unique characteristics.

By ALEXANDER MCGURLEY

American helicopter manufacturers, encouraged by achievements of rotary wing aircraft in the year just closing, are looking forward to greater demonstrations of the helicopter's practical utility in 1947 under the guidance of the newly-formed Helicopter Council of the Aircraft Industries Association.

While, to many, the helicopter is still little more than a sensational novelty, to the few who have flown in the sturdy, attractive helicopter commercially licensed in the past year, they have proven useful vehicles which can perform some specialized functions better than any carrier type.

Formation of the Council at year's end, follows such other 1946 helicopter milestones as:

► Certification for commercial operation of two helicopters, the Bell two-place Model 40 and the four-place Sikorsky H-34.

► Flight of the first twin-engine helicopter, the McDonnell Aircraft Corp.'s XH-40-1, experimental Navy craft which will lift a useful load of up to 4,000 lb.

► Important experimental developments including the Firestone two-place GA-40 (Army XR-4) now expected to complete CAA certification, the Koffler two-engine Army XR-15, also planned in a commercial 16-place version, the Bell five-place Model 42, the Sikorsky two-place S-52, the flexible rotor Piasecki reversed Model PV-3, and many other experimental craft.

► Announcement of Civil Air Regulation Part 66, rotatable airworthiness, setting out tentative criteria for flight requirements, strength, design and construction, power plant installation, equipment and operational procedure, but subject to change in light of

future helicopter developments.

► Numerous demonstration flights, including a race won by the Sikorsky H-34 point-to-point against a Lockheed Lodestar and an auto-rubble versus airspeed and landing demonstration at Los Angeles, Cleveland, Akron, and other cities, setting of new world speed and non-stop records for helicopters by Sikorsky Army H-34. (Speed record of 119 mph over 10-mile course and non-stop flight from Boston to Dayton.)

► First bulk delivery of helicopters for commercial use, three Sikorsky H-34s to Helicopter Air Transport, Columbia, Mo.

► Quarterly orders for 37 commercial helicopters announced by Bell Aircraft Corp. at the Cleveland aircraft show including first exports.

► First commercial all-helicopter operation by Helicopter Air Transport.

► Great Lakes Case—CAA examines' recommendations that use of helicopter by Yellow Cab Co. of Cleveland be authorized by CAA (Final decision pending.)

With the 1946 background and with production increasing at the two plants which already have commercially licensed helicopters the year ahead is likely to see important progress in obtaining further public acceptance.

First chairman of the Council, president Lawrence D. Bell, of the company bearing his name, has asked L. Welch Pogue, former CAA chairman, and attorney for the Bell Company, to draft a long-range program for logical development of the helicopter industry.

While the suggested program is still in its preliminary stages, Council delegates representing Bell, Sikorsky, Firestone, McDonnell and the Aircraft Industries Association, have these things clearly in mind.

► They want to disassociate the helicopter from fixed-wing type aircraft because its peculiar flight



## SCANAVIA TAKES THE AIR

The 24-32-passenger transport plane developed by Sweden's Scanavia Aeroplan A-B is shown on its first test flight. Initial experience has confirmed its builders' performance expectations (Aviation News, Oct. 21)—top speed of 126 mph, and a maximum flying speed of 70 mph. Delivery of production models is set for 1948, with the Swedish airline, ABA, and practically every European airline, except those of England, expressing interest (McGraw-Hill World News photo).

abilities gave it an entirely new flexibility of operation competitive more to surface vehicles than to the aircraft. (Kleinman) It is calculated that a helicopter flying at 60 mph. forward speed can be brought to a dead stop in mid-air in 15 ft. The slowly turning rotor does not create a same problem such as the rapidly rotating airplane propeller, since the rotor noise is more of a gentle "whish-er" sound.)

They are unanimous in seeking to avoid entanglement of the helicopter and water where the safety angle is marginal, in order to insure a sound growth of the helicopter in using manhandling its current stage of increased development. Nobody knows better than they, that the helicopter is not yet "the dream aircraft for everyone." It trained heads it is already a useful vehicle but they are anxious to keep the helicopter from attempting more than it is now ready to do.

They would like to see technical regulations, of all types, federal and local, carefully planned as an aid to hinder the utility of the helicopter by limiting weather minimums, traffic patterns, etc.

Recommendation for establishment of the Council as a permanent AIA activity will be presented at the next meeting of the AIA board of governors.

Present at the organization meeting besides Chairman Hall, were: Joseph W. Farnell, Walter T. Housley and George Neri, all of Bell Aircraft; Roger A. Privates, president, and R. H. Ingham, R. V. Goodrich and J. P. Perry, all of Hughes Aircraft; W. Wallace Kellert, general agent, and L. D. Douglas of Kellert Aircraft; Lawrence E. Williams, McDonnell Aircraft; B. L. Whelan, manager and E. M. Benham, of Sikorsky Aircraft Division; David Aircraft Corp., and John E. P. Morgan, Joseph E. Guegan, Jr., William G. Key, and C. E. Peterson, of Aircraft Industries Association.

## First Jet Flying Boat Is Built in Britain

First jet flying boat, a twin-engine, high-wing single-seat fighter built by Saunders-Roe, Ltd., of Great Britain, is expected to make its first flight next month. It is expected to be in the 400-mph class.

Designated the SR/A1, it will

be powered by two Metro-Vickers J501 axial flow jet units each of 3,500 lb. static thrust. Air intake is through its operating in the same of the hull which leads to the two engines located in the fuselage. Gases are expelled from nozzles aft of the wing roots.

Tank loading is claimed to have shown the low operating air pressure under adverse spray effects under normal operating conditions. A simple trap prevents entrance of water into the intake.

Arm of the hull is in combine the high-speed benefits of jet propulsion with the advantages of a

plane that needs no laboriously-constructed landing fields. With the war in the South Pacific in mind the builders point out that the high performance fighter planes have been land planes and that the use of land planes entails construction at every stop forward in a campaign. If complete portability of land planes and small, frequently rough airports, a plane able to top air freight and passenger business hauled to American aircraft requiring long runways and served now by a modern fleet of planes that are small, easy, and costly to maintain and operate.

At sea as preliminary engineering flight tests are completed Northrop will begin, at small and rough Southern California airports, proving tests of the Pioneer's rough country operating ability.

The Saunders-Roe boat has a span of 46 ft., length of 50 ft. and height of 11 ft. Wing area is 415 sq. ft.



**Twin Jet Flying Boat Fighter:** Model of Saunders-Roe SR/A1 design which is to be powered by two Metro-Vickers J501 axial flow jets of 3,500 lb. static thrust each. A high wing single-seat flying boat fighter, the SR/A1 will have pressure cockpit and pilot ejection equipment, non-releasable wing floats. Tank tests are said to show air intake at base is free from adverse spray effects under normal operating conditions; a trap would prevent entry of sea water under abnormal circumstances.

## Tri-Motor Tested With Single Pilot

Northrop Aircraft, Inc. is expected to prove its commercial airplane singly as the result of flight tests, now under way, of its tri-motor passenger-cargo transport, the "Pioneer."

The first flight, Dec. 21, demonstrated the transport's possible one-man operation as test pilot Max Stanley, who commanded the test flight of the XN-34 Flying Wing bomber, flew it alone.

Lightly loaded to 12,500 of its 25,000 lb. designed maximum gross weight, the Pioneer was off the runway at 48 mph after a roll of 1,000 ft. using full takeoff power of its three temporary 500-hp Pratt & Whitney Wasp engines.

Had held it down, believed he could have been airborne after sliding only 400 ft. of the runway. He told AVIATION NEWS: "From today's performance I would say that the plane will exceed designed performance."

At full gross, with 8,000 lb. payload, the Pioneer is designed to take off at 750 ft. and land in 750 ft. Using C.A.A. measurements, it should take off and clear a 50 ft. obstacle in 900 ft. and land over a similar obstacle in 1200 ft. Takeoff over an obstacle with one engine failing at takeoff speed should be in 1200 ft.

Northrop probably will test the plane with present engines until the latter part of January, and then, with Wright 600-hp. engines (which are recommended in buying), with C.A.A. certification. Immediately after certification,

Northrop may be expected to fly the Pioneer on an extended sales tour through Central and South American countries.

Exposed Saunders-Roe sleekly shown by Latin American commercial manna has indicated to Northrop that the plane will find a war open market for a transport capable of landing in small, rough and frequently rough airports, a plane able to top air freight and passenger business hauled to American aircraft requiring long runways and served now by a modern fleet of planes that are small, easy, and costly to maintain and operate.

At sea as preliminary engineering flight tests are completed Northrop will begin, at small and rough Southern California airports, proving tests of the Pioneer's rough country operating ability.

## CAB Censures CAA Inspection Technique

Expressly stating in a circular that the inspection procedures and cooperation among CAA, the aircraft manufacturers and the airlines, CAB in its report of the Hearing, Dec. 10, crash of a TWA Lockheed Constellation, condemned the previously published information that the fire which led to the accident originated through the short-circuiting of lead-through studs carrying current through the wall between fuselage and wing.

During the investigation, the Board found that the condition of the through-studs, and the leakage of electrical fluid within the forward baggage compartment—supplies the cause of the fire—was prevalent in the Model 449 Constellation.

These defects, as well as others that might have been involved, have since been corrected on all Constellations.

The Board added "it is difficult to understand that such a situation could have been permitted to persist over an appreciable period of time without corrective action having been taken. The Lockheed Model 449 provides ample accessibility for gross inspection of the forward baggage compartment and failure to observe such a condition as must have existed, indicates the inadequacy of inspection policies then in effect."

That the above situation was not an isolated incident, however, is readily apparent after this accident when similar conditions in forward

baggage compartments were observed in several such aircraft. It was observed that insufficient coordination existed between the Civil Aeronautics Administration, the aircraft manufacturers and the air carrier operators, and that is several airlines had inspectors who insufficiently observed as to malfunctions discovered without newer aircraft.

The Board then pointed out that while the Constellation had been provided a "baggage list" when used by military aircraft, no being developed for commercial use will not obtain the benefit of that operation.

## Schildhauer Asks Flying Boat Route

Capt. C. H. Schildhauer, USNR, proposed in his annual report operations and leading figure in development of Naval Air Transport Service, asked CAB last week for a round-the-world commercial air route to be operated from the port with Martin Mars type flying boats.

The widely-known flying boat proponent announced he would form U. S. Flying Ships, Inc., to conduct the operation, and would obtain flight and ground crews from U. S. military reserve groups. He emphasized the defense hazards of complete dependence on landplanes for international air transportation and proposed to conduct his enterprise in a manner related to military or naval needs in time of national emergency.

Schildhauer would use eight Martin Mars flying boats, each carrying large cargo loads plus about 10 passengers, flying two trips weekly around and westbound from New York or Baltimore.

## Aviation Hit Top Year During 1946

With lightweight manufacturing, and airline expansion during the year, U. S. civil aviation had the biggest year in its history in 1946, according to CAA Administrator F. W. Wright. Personal plane sales

were expected to reach 24,349 by the year end, and reactivated domestic and international air carriers were expected to fly 1,513,000 scheduled miles and carry 12,718,890 passengers. The number of registered air-

craft more than doubled in 1946 over 1945, from 37,778 to 65,000. Number of scheduled airline flights shot up from 236,445 to an estimated 400,000. The increase went all down the line. In 1946 about 170,000 student pilots took flight, as against 177,154 in 1945.

► **Northeast Boom:** The burgeoning of the aerospace field was indicated by the fact that under the regulations promulgated last summer regarding the obtaining of operating certificates, 3,281 air service applications.

The tremendous surge in traffic on certificated airlines was accompanied by a greatly increased safety record. Passenger fatalities per 150,000,000 passenger miles flown in 1946 were 1.87 compared to a 1945 rate of 2.31.

Wright's forecast for 1947 is "fifty." "The great number of student pilots certificated during 1946 can be converted into active pilot pilots if personal flight is made more attractive. More aerobically, more airports and reasonable regulations. On the other hand, we can expect the process cycle of differentiated pilots selling their aircraft because they become obsolete proportionate to quit. I look forward confidently to continuing gains."

## Pearson Heads C-W Airplane Division

C. C. Pearson has been appointed general manager of the Curtiss-Wright Airplane Division at Columbus, Ohio.

Effective Jan. 1, Pearson, 48, is a son with the Douglas Aircraft Co. for 18 years, most recently as eastern representative with headquarters in New York. During the war he managed the Douglas plant at Oklahoma City which produced over 5,000 DC-3 type transporters for the Army and Navy.

Other industry personnel change here.

► **TWA-Hill:** H. H. Hillman was named president of the International Aviation Company, Inc., which is a subsidiary of TWA. Hillman will direct the airline's New York Division. Hillman is a former president of the

Springer succeeds W. G. Hales as director of operations for the International Division. Hales has been director of the division since 1954, having previously been in charge of the Eastern Division.

**W. G. Hales**, director of the Eastern Division, has been chosen vice-president and a member of the board of directors of the Western Division. Hales is a member of the board of directors of the International Division. He is also a member of the board of directors of the International Division. He is also a member of the board of directors of the International Division.

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## Miami Air Show Will Feature Distance Races

The second postwar edition of the All-American Air Manoeuvres at Miami, Fla., Jan. 10-15, will be launched off, under preliminary plans, by a special handicap race from Miami to Alaska to Miami. The manoeuvres, the 15th in a series that began before the war, will be a large, colorful, well-attended lightplane event and exhibition, with a Gulf Oil-sponsored race lightplane flight to the



## HIGH SPEED BAIL OUT:

RAP photographers catch a fast bail out from a Glauco plane at 80 mph using an optical unit with automatic pressure sensor that cut after the pilot dives upward. This picture shows clearly how the motion and thrust the subject clear of the net. (LMS photo)

Florida city on show's prelude.

Since the show will be the airport at 110th street and W 27th Avenue, where five runways, ranging from 5,000 ft. to 5,500 ft., will be available. The races will be officially sanctioned by the National Aeronautics Association, which means that any records established will be entitled to consideration as national records.

## Tigers Get Contract

National Airways Flight Corp. of Los Angeles (The Flying Tiger Line) was awarded the Air Transport Contract Pacific route contract now held by United Airlines.

The Tiger will begin operations between Portland, Calif. and Tokyo on Jan. 11, the day after United's contract expires. Spokesman for National Airways says the ATC contract would mean a \$6,000,000 annual addition to the airline's payroll of which 90 percent will be spent in L. A. area. About 1,200 additional employees will be hired for the contract operation.

Route to Tokyo only for two trips a day with 30-C46s provided by ATC.

## Fleet Sold Again

For the second time this year, Fort Aircraft Ltd., Fort Erie, Ont., has changed hands. Fort Aircraft, a subsidiary of Fort Aircraft Corp., Toronto, has bought control from Vincent Mining Corp.



with which Fort was merged last summer. Fort, W. Canada remains as managing director, and production of Fleet aircraft and Cessna trailers continues. A new board, comprised of representative Canadian manufacturers, will be selected shortly.

## Hourly Wages Rise

Although weekly "take home" of production workers in aircraft and aircraft engine plants is down from the January, 1945 peak level of \$12.00, which was reported by Robert Noyes, spokesman, is not maintained by workers in a new wage-increase drive, hourly wage rates are markedly up.

According to the Bureau of Labor Statistics, which will be in the hands of CAB early next month when more than 80 companies are slated to submit exhibits in the Board's largest economic proceeding, Docket 881, et al.

Current lack of information concerning forwarders is comparable to the obscurity surrounding operations of the contract and non-scheduled airfreight themselves prior to their organization under Section 882.1 of the Economic Regulations last summer and opening of the airfreight hearing in the fall.

**Shed New Light**—While considerable light will be shed on the new industry with submission of exhibits Jan. 6, not many concrete revelations are expected until the hearing, scheduled to start Feb. 17. Some of the opening exhibits are believed to reveal the scope and details of their services both because of their uncertain legal status under CAB's interpretation of the Civil Aeronautics Act and because of their fear of giving away business secrets in a highly-competitive business.

A number of late applications are expected in the time due to CAB's recently-proposed revision of the non-scheduled exemption, which would give virtually free rein to forwarders as well as airfreighters until the Board acts on pending bids for certificates (AVIATION NEWS, Dec. 2).

The more than 130 applications (from 95 companies) already filed include requests to conduct domestic and foreign freight forwarding services both scheduled and non-scheduled. At least 10 of these 60 companies are now actively forwarding by air. A few are fer-

ried to handle the loads. The few papers and requests are covered and approved by James W. Butcher, Washington attorney and aviation controller.

## SPECIAL AIR SERVICES

CHARTER NONSCHEDULED INTRASTATE

## CAB Set to Throw Spotlight On Freight Forwarding Field

Sixty companies slated to submit exhibits next month for largest economic proceeding in Board history; major revelations may wait until hearing now scheduled for Feb. 17.

By CHARLES L. ADAMS

First comprehensive data on the increasingly-important but heretofore unpublicized operations of airfreight forwarding will be in the hands of CAB early next month when more than 80 companies are slated to submit exhibits in the Board's largest economic proceeding, Docket 881, et al.

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The more than 130 applications (from 95 companies) already filed include requests to conduct domestic and foreign freight forwarding services both scheduled and non-scheduled. At least 10 of these 60 companies are now actively forwarding by air. A few are fer-

ried by both surface and air, a considerable number by surface only, and others are paper organizations.

**Airfreight Lists**—Companies affiliated with two of the "big three" in surface freight forwarding are already in the case—Aero Air Express, Inc., affiliated with Aero Freight, Inc., and Universal Air Freight Corp., controlled by Universal Carloading and Distributing Co. National Carloading Corp., third of the trio, may also participate in the proceeding.

New freight forwarding companies, organized since the war as a natural adjunct to the booming independent air cargo business, are fearful of competition from well-established surface forwarders. Majority of airfreight forwarders began active operations in 1946, starting as a shipping agent.

Net all of the certificate applicants propose complete forwarding service, covering business evaluation, collecting, assembling and consolidating shipments to take advantage of plane-load rates; furnishing surface transportation to the airport; loading, securing, unloading, unloading, and breaking the consolidated shipments at the destination, and delivering to individual consignees. Such operations would give the forwarder complete responsibility for the shipments and would find him performing all functions except those of the planes.

**Some Weekly Appeals**—A number of the newly-appeared, self-styled airfreight forwarders are as yet little more than freight solicitation agents, or brokers, who receive an average commission of 8 percent for obtaining business for contract and non-scheduled flights. Addi-

tions of complete ground handling services is contemplated by these firms when they receive permits. Of the 13 actively-operating non-certificated airlines in CAB's airfreight case, at least 19 are using freight forwarders to some extent. For the most part, airfreighters believe forwarders may be the means of saving an estimated potential of one to five billion cargo ton miles annually by 1950.

Touting in the airfreight case, officials of Airborne Cargo Lines, New York, admitted receiving 40 percent of their business through forwarders, and some smaller carriers claim up to 60 percent of their traffic from this source.

Replying to a query from a CAB public counsel, an Airborne executive expressed the belief that dealing with freight forwarders is legal under the Civil Aeronautics Act. The forwarders themselves claim to operate on a contract rather than common carrier basis, thus placing themselves beyond CAB regulation.

No statistics are available yet on business volume currently being handled by airfreight forwarders. One of the largest through carriers admitted, however, that it had to turn down \$183,000 B. of air cargo in October and November because planes of unaffiliated carriers were not available.



## 20,000 SWEETPEAS:

American Air Express sent report Co. Miami Springs, Fla., recently flew a load of 20,000 sweetpeas from Miami to LaGuardia Field for Pan American Agricultural Enterprise, a new firm organized to bring from, half-grown produce to the New York area. The sweetpeas were raised on a plantation at Keaton, Fla., and shipped from Port au Prince to New York in ten hours via an unrefrigerated AAXICO DC-3. AAXICO has an exclusive contract with the firm.

## New Ohio Carrier Caters to Industry

Cleveland-based Executive Airlines will use in 50 or 100-hour blocks on contract basis.

A new approach for aircraft charter work that gives northern Ohio business firms the advantage of a privately-owned airplane was undertaken recently by Cleveland-based Executive Airlines.

Maintaining a fleet of six twin-engine Cessnas, the carrier sells subscribers flying time on a contract basis in blocks of 50 or 100 hours, charging only for time slots, compared to the nearest minute from takeoff to parking at the destination. Under present contract terms, a 100-hour block of flying time is sold for \$14,300.

**OWNER** President-President of Executive Airlines is William M. O'Neil, president of radio station WJW. Directors are Robert Gries, a broker and former general manager of Cleveland's largest department store, the May Co.; Roger Fegert, publisher of the *Cleveland Enquirer*; Martin Stone, partner in Prescott & Co., and Bernard R. Reed, Cleveland attorney.

Incorporated in February of this year, the line made its first contract flight in September. Yearly contracts with Executive Airlines have been made by Cleveland's Grupp & Brown Co., Ohio Rubber Co., Cleveland Indians (baseball team), Cleveland Browns (football team), North American Co. Corp., Yellow Cab Co., Surrows

Brothers (office supplies), Gabriel Co. (stock exchange), Buffalo Hockey Corp., and Gendry & Gross Printing Co.

As selling points for the service, the line claims it can fly side-subscribers fast, personalized transportation to any point in the U. S. or Canada and 100 miles into Mexico on an hour's notice. Although operations headquarters are at Cleveland's municipal airport, Executive Airlines planes can use any of nine fields in the Greater Cleveland area.

**Flight Service**—if a client on the city's east side wants a plane the line will pick him up at the airport, meet him at his home or office and return him to that field saving hours of ground transportation time.

Subscribers can utilize the Cessna's four-passenger seats or use the space for cargo. Users pay an additional \$20 per night for each night the pilot and plane is away from Cleveland. In such cases, a minimum charge of not less than 2½ flying hours per day is made against the block of time contracts at \$4.

Executive Airlines flew 60,000 passenger miles during November and made time in both states and to Florida. Three more Cessnas will be added after the first of the year.

Future plans call for taking over the operation of corporate-owned planes, relieving owner companies of the need for keeping their own pilots and maintenance facilities. Executive now has eight full-time pilots and two mechanics.



Serving Ohio industry: Executive Airlines, recently-activated charter carrier operating out of Cleveland municipal airport, offers business firms the advantage of a privately-owned plane through sale of flying time on a contract basis in blocks of 50 or 100 hours. The company maintains six twin-engine Cessnas and plans to add three more early in 1967.

## Wisconsin Central Cancels Daily Intrastate Service

After seven months of scheduled intrastate operations with twin-engine Cessnas, Wisconsin Central Airlines, Clearwater, has discontinued daily service between Milwaukee, Oshkosh, Chiltonville, Wausau, Rhinelander and Land O' Lakes.

Seven removal problems during the winter months together with lack of radio and navigational aids were cited by James Malin, airline president, as reasons.

Wisconsin Central reported its most successful month in traffic during August when it flew 15,450 passenger miles. The company will continue contract and charter service throughout the winter.

## Mail Order Company Eyes Air Cargo Plan

An airfreight contract being negotiated between U. S. Airlines, St. Petersburg, Fla., and Atlanta, Inc., Chicago mail order house, has attracted the keen interest of Post Office Department officials who are backing an air parcel post system.

Under the proposed contract, each day's orders received by Atlanta from customers in Georgia and Florida will be flown by U. S. from Chicago to Atlanta for further dispatch to smaller cities and towns by rail. The parcel, averaging 5 lb., would leave Chicago daily at 11 a.m., arrive at Atlanta at 2 p.m., be delivered to the Atlanta post office at 5 p.m., and be in rural customers' hands by the next morning.

Atlanta officials state that parcel post packages mailed in Chicago require three days to reach the same points while the new arrangement will serve in one and a half days at no extra charges. After Jan. 8, when the operation is slated to start, the company hopes to give the next speed in delivery that is provided by comparing mail order houses with branches in Atlanta.

U. S. will hand the packages at about 14¢ cents a ton rate and expects about 3,000 lb. of mail packages daily from Atlanta, which is the third largest mail order house in the nation. Gerd Salomon, second assistant postmaster general, and the Post Office is watching the project to observe time-saving factors and to obtain cost figures.

## C.A.A. NO R-1

### FIRST C.A.A. ROCKET MOTOR CERTIFICATE GOES TO...

## AEROJET JATO

Another dramatic chapter in the fascinating history of aviation has begun. Headed "501", it starts with the issuance of the first C.A.A. "Approved Type Certificate" for an aircraft rocket motor to the Aerojet Jato motor. This recognition by C.A.A. is a logical sequel to the stirring chapter covering the fighting history of the Aerojet Jato in World War II.

Certification by C.A.A., following a long period of exhaustive tests and inquiry, means that the Aerojet Jato may be used on any licensed aircraft, including those down for scheduled passenger operation. Approval also means Aerojet-designed installations for mounting the rocket motor on DC-3 and DC-4 type aircraft.

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The leader in rocket motor development and production, Aerojet has also pioneered in research and production of various types of jet propulsion engine design experts are available for consultation on any other power projects.

## Aerojet

### PACKAGED HORSEPOWER

AEROJET ENGINEERING CORPORATION • AZUSA, CALIF. • SUBSIDIARY OF THE GENERAL FIRE & RUBBER CO.

## FIXED BASE OPERATIONS

AIRPORTS PRIVATE FLYING SCHOOLS

### AIRPORTS

## Ohio Court Decision Menaces Future of Private Flying Fields

Judge rules planes are trespassing when below CAA minimum altitudes; grants injunction against operations from two airports near Akron.

Another in a growing list of precedents which if not checked by legislation or a higher court ruling could wipe out airports located close to cities has been handed down by a State Court in Ohio which has granted an injunction against operations from two private flying fields near Akron.

Following a tendency that has become more and more general in the past several years, Judge Stephen C. Colopy of the Summit County Court of Common Pleas adopted CAA minimum altitude regulations as the "best" of available, free airspace, and ruled that planes flying below the CAA minimum were trespassing.

Aspects of this case hinge in the decision of Judge Colopy as to the future of Chamberlain and Story Hill airports (AVIATION NEWS, Oct. 11). Story Hill is a small field used chiefly by its owner, Noel Heston, and is located around Chamberlain Airport, recently established for private flying. Advocate property owners, led by Russell Furetsane, son of the late Harvey Furetsane, founder of the rubber company which also deals widely in aviation products, petitioned the court to require operation of the field on the ground it was a trespass and a "menace to the safety" of a nearby school.

The judge found that (1) operation of the planes from the airport will amount to "trespass of a repeated and continuing nature" of adjoining property, and (2) operation "will amount to a nuisance that will substantially interfere with the use and enjoyment of the plaintiff's home and property."

Aviation attorneys, studying the case, concede that Judge Colopy's finding that the field is a nuisance

will have wide acceptance and probably is valid as a finding of fact. This aspect of the case perhaps will be hardest to overcome. Most concern and annoyance, however, is reserved for the finding that the planes in landing and taking off are "trespassing." Judge Colopy cited as a precedent, the *Burnham* case decided by the Massachusetts Supreme Court in 1942. In this case, the court allowed an injunction and nominal damages of \$1 on the basis of "technical trespass," while recognizing that the flights under 500 feet were not "such as to affect

the health, safety, or material interest of a normal person."

The net result is that even though flights over property adjacent to an airport do not disturb residents, there is still ground for an injunction on the basis of trespassing.

**Need 16 Miles.**—J. M. W. Chamberlain, owner of the Akron field, comments in regard to that thesis that if "CAA's recommendations as to clearance of a glide angle of 30-to-1 were followed, the minimum area required for the airport would be roughly 16 square miles. Such restrictions would avoid the much knottier for small airports either privately or publicly owned."

In the *Burnham*, Akron and other cases, the courts have generally based rulings on the altitude minimum prescribed by CAA for safety alone, and it is that point that planes and companies attorneys friendly to aviation, CAA, has the power to change the minimums and the lawyers state that would change the court rulings. That line of thinking, according to an outline prepared by attorneys, "converts a governmental safety regulation, carrying penal consequences, into a subjective rule of law governing the private ownership of property. To say that flight below the 500 ft.

line is a trespass and above it is not, appears to say that ownership of the airspace extends only to the 500-ft. level... whereas there is nothing in the statutes or regulations which prevents landowners from making any actual use they choose of the airspace above 500 ft."

There have been court cases in which the thesis of ownership to the 500-ft. level has been rejected but none in recent years. Although Judge Colopy declared that the Supreme Court of the United States has not passed on the matter, actually it appeared to uphold the philosophy expressed in *Burnham* and Akron cases last spring in the *Candy* case (AVIATION NEWS, June 10), which involved a suit for damages over damages in value of land adjoining an airport. Interpretation of the court's opinion is that airspace below the CAA minimum is owned by the landholder.

### Canon CAA Attorney

John A. Cannon, former legislative attorney in the Department of Commerce, has been appointed CAA attorney for Region 3, with Chicago headquarters. He is a veteran of both World Wars.



STINSON STATION WAGON:

New step in small airplane utility is the Stinson Station Wagon version of the Stinson Voyager 110. With two high seats removed a cargo compartment is provided as shown lined in wood paneling with floor covered in carpet. 60 ft. long, complete with bedrooms. Installation of back seat converting the plane to a four-place cabin plane takes only five minutes. Arrived at the farm, the market place is well adapted to small field operations with a top 2' above the ground, with 50 ft./min. rate of climb, and with 125 mph cruising speed.

## Baltimore Firms Are Using Planes

Nine Baltimore companies, most of them not connected with aviation, are using business planes for business transportation, while a number of other Baltimore companies have indicated they, too, soon will be using expensive transport, according to a recent AVIATION NEWS survey.

Petrol Co. has carried company personnel in business flights over 25,000 miles since the company's twin-engine Beechcraft Model 18 was purchased in June. Other two-engine Beech 18s are owned by Mt. Vernon-Woodberry Mills, American Toolmaker Co. (maker of rice truck machines); and Bendis Radio Division, Bendis Aviation Corp.

Other firms and their planes: J.

E. Greiner Co. (engineers), Globe Swift, Buell's Hayward Division, Kuyper Corp. (automotive propulsion makers) Schenck Granger & Co., two-place Waco biplane, and two-place surplus RF-13, Cessna; Raytheon Co., Beech D-17-A five-place biplane; N. G. Schenck & Co., Grumman Wildcat amphibian; Cline Engineering & Manufacturing Co., twin-engine Cessna; Austin Packing Co., Grumman; and Bendis Radio Division, two-place Cessna; and two-place Ercoupe in addition to the two-engine Beech.

### Washington, Arkansas Name Air Offices

Two state aviation operators groups elected officers in Arkansas and Washington. Newly organized Arkansas Air-



ON-THE-SPOT SERVICE:

A truck carrying Firestone aircraft supplies and accessories provides quick service to plane owners on the flight line at Washington National Airport. The truck is operated by Sky Service, Inc., Washington. Firestone through equipment distributor, similar service to plane owners at many other airports will be a logical outgrowth of intensified manufacturing programs projected by progressive service operators.



AUSTRIAN "FLYING BELT":

Paul Baumgardt, Vienna, exhibits his Belt—a new blade knife-type device which straps to his belt, weighs about 30 lb., bears marked resemblance to the original American-made Postcard Hoppingster. Baumgardt asserts the device will enable wearer to descend from any point where he stands, and descend in an altitude of 1000 ft. When extended aviation is again permitted in Austria, he hopes to start mass production of the Belt (Ave Photo).





## PRODUCTION

### Buried Factory Construction Found Advantageous in Sweden

Key industrial plants put underground during war report lower maintenance, repair, and fire protection costs; construction costs about 15% greater.

While AAF's industrial planning officers are studying a report on underground factories in Germany and considering this type of establishment in this country, several unexpected advantages of buried installations are reported from Sweden where key industrial plants were put underground during the war.

With no windows, weather-resistant walls and roofs, or doors to maintain and repair, maintenance costs are low. Heat is seldom necessary, even in Sweden, as the building is so far below the earth the temperature is constant. Fire protection costs are low as, when the workers have been evacuated from any section of the plant, the air intakes can be closed and the fire smothered in a few minutes.

Workers Don't Object—Probably the most important point, from a productivity view, is that the workers do not object to working in a plant 60 or more feet underground. Some prefer it to an above-ground plant, others claim it's more healthy, and tests have indicated that daylight actually has benefited.

Although pointing out that windows in most factories do not admit sufficient light, and sometimes are never opened, the Swedish engineers have attempted to give the workers the "feel" of windows by cutting large niches in the walls, about the size of and spaced like windows. Workers generally put potted flowers in these niches.

Next the engineers concentrated on the lighting and color. As a result of experience with modern interior design in general, it has been found that the best way to avoid a closed-in feeling is to keep the walls and ceilings light throughout. The way to achieve a light and airy atmosphere, it has been found, is to use the color of light itself—white. This does not

Swedish opinion is that they may have this effect in small areas, but in large rooms, strong colors are generally oppressive.

**Artificial Lighting**—To this light effect, the Swedes added artificial lighting that is a mixture of fluorescent and ordinary incandescent electric lights.

Construction costs for an underground plant are estimated to be about 15 percent greater than for a conventional factory because of the necessary excavation. But operators of the Bohlander-Munktel airplane engine company, located in central Sweden and covered out of solid rock, state that construction costs are very much dependent upon the quality of the



rock in which the excavation is made. Walls and cracks, for instance, are added to the expense in much the same way as had ground for foundations in normal structures. At present the prerequisite for good construction seems to be solid rock close to the surface of the earth.

With granite rock, such as surrounds the Bohlander - Munktel plant, no boring is necessary. The building itself is constructed of heavywood on a wood frame, and with gaseous floors. Two air intakes are cut through to the top of the hill under which the plant lies, and air conditioning equipment controls humidity and temperature.

### Low Cost Helicopter Nearing Completion

Hamilton firm in Baltimore hopes to market two-place, 125 hp, "Copter for "around \$5,000."

A two-place 125-hp helicopter which the maker hopes to market for "around \$5,000" is nearing flight test stage at the Hamilton Helicopter Inc. plant, 6085 East-



### POWER FOR BEECH:

Walter B. Beech (center), president, Beech Aircraft Corp., inspects the Lycoming R-550 200-hp engine that will be used in the first Model 34 four-engine transport. Five of these engines, arranged in tandem sets of two, will drive two propellers. Fully supercharged, the eight-cylinder engine is rated at 375 hp for take-off at a rated 3,600 rpm. The Model 34 is designed to carry 20 passengers at cruising speed of 260 mph, and top speed of 320 mph. Left is photo of Irving B. Babcock, president of The Aviation Corp., parent concern of Lycoming, and right is R. B. Posthomer, general sales manager, Lycoming.

ern Avenue, Baltimore, Maryland. R. B. Hamilton, president, wants to conduct test flights in Baltimore Municipal Stadium, early in January. The machine has been under construction for nearly two years, and is now assembled except for one gear box which a manufacturer is completing.

The all-metal aircraft will have a gross weight including two persons, and fuel, of only 1,200 lb. Hamilton says. Its cruise is 110 mph at the rate of 1,650 ft/min, to cruise at 60 mph with a top speed of around 130 mph.

**Hydraulic Controls**—Hydraulically operated controls are mounted in the rotor head above the cockpit, and are operated by a wheel instead of rubber and two sticks as is customary. Simplification of controls will make the helicopter easy to fly, and the hydraulic system will reduce vibration to a minimum, he believes.

Hamilton hopes that CAA engineers and inspectors who have worked closely with him during the machine's development, will approve a temporary license which will enable him to start production before 300 hours of flight test are completed. He has made

arrangements with six manufacturers, four in Baltimore, to build sub-assemblies for the helicopter, and will perform the assembly work at the Baltimore plant. Sub-contractors now have blueprints and specifications, and are ready to begin work upon notification of CAA approval.

**Personnel Listed**—A native of Alabama, Hamilton has been visiting Maryland flight since 1925, was a mechanical inspector at Bendix Aviation Corp. Radio Division, at Baltimore, from 1931 until he left to give full-time to his new project, in 1945. Others in the company include Robert A. W. engineering consultant, who is a Glan L. Martin Co. engineer. Herbert Hamilton, brother of the president, business manager and C. J. Harris, sales manager. Project has been financed by sale of stock to friends, to obtain sufficient funds for the experimental development.

Other details of the experimental helicopter, fast is in most. Careful design indicates, well behind seats, and uses now as baggage compartment. This will permit use of tanks up to 90-gallon capacity without affecting center of gravity. Plastic fuel tanks provide excellent visibility. Landing gear is tricycle type. Rotor features automatic feathering, full constant pitch control and cyclic pitch control. Fuselage is 48 ft. 6 in. long and about 4 ft. in width. A four-place design on the words is similar, with elongated fuselage.

In event Hamilton can produce a useful two-place helicopter available at \$7,500 he should find a ready market. Lowest price yet mentioned by other helicopter makers is the \$15,000 tentative pricing on the new experimental two-place Sikorsky S-52.

### Testing Speedy On Martin 202

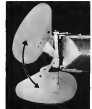
Completion of the first phase of flight testing on the new Martin 202 two-engine 40-passenger airliner, has been made possible well ahead of schedule, by good weather, and by the fact that the plane required only a few minor adjustments and changes between flights. Following the first flight Nov. 26, a series of almost daily flights were made in the following two weeks.

The first 302, which itself is a production airplane, is being tai-

lowed by at least eight others now under development on the Glenn L. Martin Co. assembly line at Baltimore. The first plane is now being equipped with seats and other fittings which were not installed during initial flight. Most of the new planes, headed by W. K. Ebel, Martin vice-president in charge of engineering, are making a final check of the plane, producing CAA certification tests for which the plane is now being prepared.

## Chandler-Evans Corp. Merger Announced

Merger of Chandler-Keweenaw Corp., effective Jan. 1, with its parent company, Miles-Bentley-Pond Co., West Hartford, Conn., has been announced by Charles W. Beards, president of Miles-Bentley-Pond. E. H. Gilpin, vice-president and general manager of Chandler-Keweenaw Corp., becomes vice-president of the parent company, and continues as general manager of the Chandler-Keweenaw Division. M. E. Chandler, because division manager of engineering and research instead of vice-president in charge of engineering. The corporate structure change does not affect Chandler-Evans business operations. The division since the war has been developing fuel control mechanisms for aircraft, particularly for jet engines. It now has a backlog of approximately \$2,000,000 in orders for jet equipment with additional new business forthcoming.



**RETRACTABLE BLUDDER:** A patented feature of 850 horsepower bladders in this rubber which is coordinated with airplane controls to aid maneuverability in landing. Its flight, the bludder is shown in the air just that is at the top in the photograph.

## Radarange Cooker

Stud to cook foods in a few seconds, which under normal conditions take many minutes or even hours, the Raytheon Radarange, made by Raytheon Mfg. Co., Waltham, Mass., was demonstrated recently at a press show in New York.

Based on the magnetic tube, heart of all wartime radar, the new electronic range can grill hamburgers on a grill in 8 seconds or bake biscuits in 20 seconds. Pre-cooking preparation is exactly the same as for standard stove cooking except in the case of frozen foods, in which case no thawing is necessary; just place frozen food under the "buzzer" and add a few seconds to the cooking time.

Unit consists of a power supply, magnetron, and an applicator or "boiler" through which electric energy is concentrated into the food. Two production models are offered: one for use above stoves, and the other a sandwich-size model. Further model is capable of handling complete meals.

## Master Cylinders

Scott Aviation Corp., Lancaster, N. Y., announces three new models of master cylinders for light aircraft. The cylinders are 1 1/2 in. in diameter, 10 in. in height, 100 lb. in. in weight, operating pressure with 5 displacement, new cylinders are Model 4400 with 250 psi. operating pressure and 1 1/2 in. in displacement. Model 4450 (basically the same except that the 5000 series attachment to remote cylinders is omitted), and Model 4440-10, 20 in. in displacement and 250 psi. operating pressure.

## New VHF Transmitter

Radio Receptor Co., Inc., 351 W. 10th St., New York 10, N. Y., announces new Radio Receptor TV-50-A VHF transmitter for ground-air communications. Constructed of welded steel cabinet with removable inverted T transmitter unit it has frequency range of 100 to 162 mc. Power output 50 watts at 100 to 140 mc., 40 watts at 140 to 162 mc. Power input 600 to 110 watts. Price \$750. Features include: Peak to 90 to 75 db. selective capability. Modulation capability 96 percent modulation at 400 c.p.s., with less than 10 percent distortion. Frequency response: 150 to 4,000 c.p.s. within 3 db. of 1,000 c.p.s. response. Audio peak im-

ped: With gain adjusted for 10 percent modulation at normal audio input, 15 db. increase in output level is used and not to cause overmodulation or more than 5 percent increase in total distortion. Speed of limiting action: 1/100 second. Metering: One switched meter reads all current currents and voltages on direct scale.

## Lightplane Gear

Bedco Products Division, Bendix Aviation Corp., South Bend, Ind., has put into production a complete landing gear assembly, for lightplanes possessing between 1,500 and 3,000 lb.

The main gear is retractable, with levered suspension. The shock absorbing element utilizes an air-oil shock strut. The nose wheel assembly is designed for both struts and steering, although it is adaptable for non-



steering unit. The brake, contained entirely within the wheel, is the segmented rotor type mounted some time ago by the company, and which operates by the pressure of a stator plate against the rotating rotor.

## Auto Rig Disconnect

The "Auto Rig Disconnect," maintenance device claimed to reduce a complete main power plant check on Boeing Stearman by two and a half hours, is announced by Boeing Aircraft Co., Seattle 14, Wash.

New tool speeds throttle and mixture cable installation which previously required 30-45 minutes of one man's time for each engine, is said to shave this time to just one minute. Device can, according to company, be used on any aircraft engine or any installation where quick cable break is desired.

## TRANSPORT

## Gael Sullivan Offered Post As Head of Air Cargo, Inc.

Airline program to expand freight business faces delays on several fronts; CAB decision on tariffs awaited.

By MERLIN MICKEL

Despite estimates of the scheduled airlines to bring their booming air cargo revenues to \$1.5 billion in a big revenue producer, it will be well after the first of the year and possibly next summer before they can effect entire program under which they hope to do so.

Some delay in the final organization of Air Cargo, Inc., as a service unit to serve the airlines in their cargo drive will result from the effect of the presidency of that agency to Gael Sullivan, Second Assistant Postmaster General. Sullivan has until Jan. 15 to decide whether he will take the job, and apparently will not announce his decision before that date.

▲ **Await CAB Decision**—An unexpected time-consuming issue in CAB's move to investigate the consolidated air freight tariff agreement proposed by the operators as a step towards offering complete and nation-wide interstate air freight facilities to shippers. The airlines have filed a protest, conforming to the agreement, but still benefits of the arrangement, its sponsors say, can not be realized until they are consolidated under one cover as the agreement contemplates.

The offer of moves that need to be made to make the eight-point program fully effective (Airmail News, Oct. 14) has advanced only one regard, that being agreement on the handling of interstate shipments. Not subject to CAB approval, this already has the required two airlines' signatures, and has been placed in operation. To be filed soon with the Board, it covers uniform air bill of lading and other procedural and book-keeping details.

The offer to Sullivan was designed to involve a minimum salary of \$25,000. The second Assistant Postmaster General, who has established a reputation for effective

push through his activities in behalf of lower airmail postage and helicopter mail experiments, possibly will find it a challenging assignment difficult to refuse, since it means an extensive effort in a completely new field.

▲ **Sullivan May Stay**—Since Sullivan's big objective now is air parcel post, it may be that until Congress legislates to make this possible he will withhold a decision on this and other offers he has received, although the report persons that he expects to resign from his present post at the end of January. Investigation of the consolidated air freight tariff agreement (Airmail News, July 8) apparently will be part of CAB's full dress study of the entire air freight picture. The Board's order proposed air freight tariff agreement, which has been held with the Carriage Committee of the Developmental Committee, and may result in a standard contract for pickup and delivery. Preliminary copies of a suggested agreement to cover pickup and delivery will be submitted at a meeting of the air and surface cargo men January 14.

of the agreement proposed, which all the carriers have signed or promised to sign.

Until all do so, action will be withheld on a proposal to cancel existing contracts between the airlines and Railway Express Agency for pickup and delivery. Some alternative for the present arrangement with RRA must be provided, either through newly-acquired Air Cargo, Inc., a new contract with RRA, or some other means. Elimination of the distinction between air express and air freight one of the most important changes contemplated will result this step.

▲ **Progress Made**—Some progress is being made through service or interchange agreements with surface transportation companies, including BSA and major truck lines. Although this will fall in the purview of Air Cargo, Inc., since that organization is established, airline cargo people are meeting next month with the Air Cargo Development Committee of the American Trucking Association. Discussions also have been held with the Carriage Committee of the Developmental Committee, and may result in a standard contract for pickup and delivery. Preliminary copies of a suggested agreement to cover pickup and delivery will be submitted at a meeting of the air and surface cargo men January 14.

## Feeder Lines Will Get \$3,007,308 Mail Pay

Seven feeder airlines certificated during 1945 will receive \$3,007,308 in mail payments during fiscal 1946, according to estimates prepared for the Budget Bureau by the Post Office Department.

Based on a rate of 20 cents per



## SCOTTISH AIRLINES VISITS U. S. FIELD:

The Consolidated Lakeside bus alone, one of the first to be converted for passenger range, is shown at Leeward Field where it was flown by Scottish Airlines out of Prestwick, Scotland. Lines in the background show the route to Glasgow in New York. (Photo underlined. Call change to Ireland and then for Ireland: Arrivals to New York (Morris & Rehm photo).

plane ride, and amazing two overflights daily over their entire continent, the carriers' mail compensation for the year beginning next July 1 would be: Eastern Airways, \$62,389; Monarch Air Lines, \$51,882; Southwest Airways, \$50,102; West Coast Airlines, \$55,449; Empire Air Lines, \$50,646; Western Airways, \$75,313; and Graceland Airlines, \$16,324.

Payments to feedlines recently certificated in the Texas-Oklahoma area and to other carriers which may begin operations before the end of fiscal 1946 will come from deficiency appropriations.

## China-U.S. Pact Provides For TWA, PAA, NWA

Commencement of the press-unfurnished bilateral air transport agreement between the U. S. and China (Aviation News, Dec. 9) was aimed last week. These American flag lines—Northwest, Pan American and TWA—will serve China, PAA and TWA going to Shanghai and Canton and Northwest to Tientsin and Shanghai.

TWA was making final plans last week for immigration Jan. 5 of service to Bombay. Led by Pacific, will also be served for the first time on route flying time to Bombay from Washington, U. S. terminals, will be 48 hr 40 min, elapsed time six or seven hours longer. Company will try to start the new service by China by early Spring.

## Mail Pay Fixed

Orders fixing temporary overseas mail pay for Pan American Airways and American Overseas Airlines were issued by CAB last week.

For their trans-Atlantic routes both AOA and Pan American will receive a temporary rate of 35 cents a mail ton mile on and after

Jan. 1, 1946. Temporary rate for PAA's Pacific operations on and after Nov. 14, 1945, was set at 35 cents a mail ton mile.

## Delta Plans \$5,000,000 Expansion Program

Delta Air Lines has announced a two-year \$5,000,000 expansion program for new equipment, route extensions and new building facilities. Through a credit plan in which 17 banks, 14 in the South, are participating. Repayment is to begin at the end of the two-year period and extend through five years at 3 1/2 percent interest.

Delta carried 45,532 revenue passengers during November, 26,660 more than the same month a year ago, plus 375,334 lb. of freight and more than 550,000 lb. of air express. Air freight, unreported last August, has grown to more than 15,000 tons monthly.

## CAB Rate Stand

Further indication that CAB will establish a temporary mail rate pattern of 25 cents per revenue plane mile for new feedlines (Aviation News, July 22) is seen in a Board short notice under which continuation fixing the 25-cent figure for Empire Air Lines, Lexington, Me. Empire had filed a petition July 23 requesting a temporary rate of 30.04 cents per revenue mile pending determination of a final rate. The carrier started operations Sept. 28.

## CAB Will Probe Mid-Air Collision of Transport

Attempts to fix responsibility for the mid-air collision of an Eastern Air Lines DC-4 and a Universal Airlines DC-3 near Aberdeen, Md., Dec. 16 will be made by CAB at a hearing Jan. 8 in New York.

Evidence will be presented to indicate whether the large gash ripped in the top of the DC-3's cockpit was from front-end ram or was versus, since this would establish whether the Eastern Airlines overran the DC-3, or, as EAL claimed, the planes met almost head-on. Universal, based at Albany, is a noncertificated and contract operator.

Both planes were based down New York to Miami, the DC-4 carrying 16 passengers and four crew members and the DC-3 carrying 21 passengers and a crew of three.

After the collision, the more lightly-damaged Eastern plane landed at Washington, and the Universal plane at Aberdeen. There were no serious injuries.

## National To Ask For Fare Increase

Bertram for raising the current 44-cent-a-mile surface passenger fare is slated to pass from the discussion stage to action this week when National Airlines asks CAB approval for a tariff to offset a 1-cent rate, effective February 1.

The increase is necessary, according to G. T. Baker, NAL president, in view of rising costs and wages and because of the Board's refusal to reduce National's fuel compensation several months ago. The half-cent-a-mile fare boost would yield NAL nearly \$90,000 additional income monthly based on recent gross revenue figures. In discussing plans for a higher passenger fare, Baker also indicated that National may cancel orders for two of six Douglas DC-6s.

The National president had previously complained the discussion is stage for the domestic airlines during his testimony at CAB's hearing on Pan American Airways' domestic route application. Pointing to the current drive for oil and gasoline price relief and the certification of new feedlines, he said it is doubtful whether NAL could function effectively in competition with specialists in feeder service, specialists in freight service and a specialist in terminal-terminal service (PAA).

C. Redell Moore, PCA president, told the CAB hearing that it still believes lowering of passenger fares to 44 cents a mile in September, 1945, was a catastrophe. He said a combination of higher costs and lower fares have hit PCA

hard financially, adding that the carrier may reduce its Martin 202 order from 35 to 20.

The Pan American hearing was resumed Dec. 20 until Jan. 6.

## Prosecute Remedy

Motherville Attack Remedy and its 35-year-old companion product, Motherville Seaweed Remedy, are being prosecuted in Federal Court, in Los Angeles for misbranding. Severe of a \$1,200 stipulation of the drugs to a West Coast wholesale druggist, was initiated by the Food and Drug Administration on the ground they are dangerous to the user when used as directed in the labeling.

## TWA Meeting Postponed

Last week's meeting of TWA stockholders, which was to consider a request that stock subscription be increased from 1,669,000 to 2,669,000 shares, was postponed from Monday until Saturday because of lack of a quorum. Company sources reported that discussions with RFC for a loan were still in the discussion stage.



## PART OF 1,000:

This plane of one of the 1,000 of the new Douglas DC-4s ordered by American Airlines contract oil company divisions from San Angelo to Guatemala City. The plane weighed 60 tons each and the DC-4 carried 260 on each flight.

## Gander Airport Costs Split by Eight Airlines

Immediate cost of improvements at Gander Airport, Newfoundland, has been divided among eight participating airlines on a basis of trips a day of the field, amounts

being checked off against future rental charges.

Additional details on the joint island project featured in Aviation News, Nov. 14 disclose how the carriers were separated into groups. Those in Class A, with at least one trip a day, agreed to pay twice as much as Class B lines with less than one a day.

Together the carriers contacted the Newfoundland government, and under arrangement therewith advanced the money for the new airport. Two-thirds of the cost was assessed the airlines and the remainder was retained by the government.

Since a harbor already in place but used to conversion as a territorial and nearby barracks were adaptable to development as a terminal facility, actual cost to the airlines was about \$180,000, though the value placed on the completed terminal is around \$1 million.

About 5 yrs will elapse before rental charges will absorb the \$120,000 and the airlines have to pay full rental fees for use of the field.

## PAA Hotel Chain

Pan American Airways has announced organization of a wholly-owned subsidiary, International Hotels Corp., to carry out a program of hotel construction and expansion primarily in Latin America. Chairman of the board of International Hotels Corp. is Lucien Bonnier, who is also board chairman of the Waldorf-Astoria Corp. Wallace R. Whitaker, former GM executive, is president.

## Noewegian Line Gets Landing Permit in U. S.

Northwestern Air Lines, Inc. (NORL), has been granted a foreign air carrier permit to operate between the continental points Oslo and Stavanger, Norway, and the alternate terminals New York and Chicago via intermediate points in the United Kingdom, Eire, Iceland, the Azores, Labrador, Newfoundland and Quebec.

CAB's decision on the route application was made after preliminary approval and was in accordance with the reciprocal provision of the U. S.-Norwegian bilateral air transport agreement of Oct. 15, 1945. American Overseas Airlines, which was authorized to operate between the U. S. and Norway over similar routes last year.



## FOR COLD WEATHER:

Among services featured developed by Trans-Canada Air Lines to improve winter flying conditions is the planned fuel cover, used to keep engines warm when aircraft are parked outside during cold weather. The attached sticks make installation and removal easy without ladders or special equipment.

## Insurance Firms Urged To Promote Air Safety

Insurance companies which pay losses from airplane accidents must work to eliminate "unsafe practices" by the airlines, William H. Roddis, secretary of the Mutual Aircraft Conference, Chicago, said in a recent talk to the National Association of Mutual Insurance companies at Buffalo.

Declaring that "airlines described in Civil Aeronautics Board accidents reports as guilty of lax practices have been continuously insured," Roddis said the "unreliable power for improvement" that insurance companies exert has not made itself felt sufficiently in the aviation industry.

"Some aircraft manufacturers have continued to build planes with features which may kill the pilot, even at a minor cost," he asserted. "Insurance companies have accepted it had been into as something to be expected."

"Operation pilots and maintenance pilots are safety-minded. Top management is interested in volume and is sales-minded. When the unsafe aviation risk comes that it must pay the cost of its carelessness in higher premiums, it will close doors and make itself a good risk."



## DOVE IN CENTRAL AFRICA:

Central African Airways will use the Handley Page HP-43 of the type shown above at Heathrow Airport, London, on its delivery flight to Salisbury, Southern Rhodesia. (Aeroplane photo.)



## A Weak Appointment

Aviation must be perpetually alert to omissions had political appointments affecting it in government. We have all been asleep since President Truman nominated John Nicholas Brown as Assistant Secretary of the Navy for Air. Regardless of other qualities he may possess, Mr. Brown is inexperienced and unknown in aviation. He does have some reputation as a philanthropist, however, according to the Aviation Writers Association newsletter, which reports on his past role as a Democratic campaign contributor.

In business, he was formerly vice-president and chairman of the Lonsdale Co., textile manufacturer, later he was president of Brown Land Co., real estate firm. Then he served on the federal advisory board of Public Works Administration. He is a past chairman of Rhode Island Planning Board, was on the state port authority and state civil service commission. His only contact with aviation apparently was during his port authority assignment.

During World War II, the global air war, he was sent to Europe by the War Department as chief of the munitions, Fine Arts and Archives Division of the U. S. Group, Allied Control Command, Germany, with the unimpaired rank of colonel. He served in England, France, Italy and Germany, is the latter country as cultural advisor to the U. S. Military Governor.

This is the nomination of the President of the United States for the top civilian aviation job in our Navy Department. We hope that Capitol Hill does not confirm it.

## Helicopter Council Is Needed

Aggressive cooperative action by the Aircraft Industries Association's newly organized Helicopter Council will accelerate that baby industry's proper development, especially in the vital, but still weak, realm of regulations. For once we have an industrial group forming a solid front in its conflict commercial dogs to promote and guide the Government in promulgating standards. For once it may be possible to gear regulations to technical developments in the art, as they unfold, rather than allow unbridled growth at over-regulation which retards or stifles healthy improvements in product. The CAA and its technical staff responsible for protecting the public by defining necessary regulations doubtless welcome the new association and the opportunity it presents to deal with a group which speaks and acts for all its members. Organization of the Council is a timely example of forward thinking in a field which holds tremendous possibilities for public service.

## Education Does Pay Off

Scarcely of aviation's so-called hard-headed business men have had a tendency to sniff at air education as another one of those fluffy causes which might demand a financial headache sometime.

Last week Kenneth E. Newland, who heads Stephens College's progressive aviation courses, had some concrete evidence for hard-headed business men. "Do the airlines get any return from air education?" he telegraphed. He supplied his own answer:

"Five hundred Stephens College students used the airlines yesterday to reach their homes for the Christmas holidays."

## Red Tape Can Be Slashed

We haven't expected the rate recently, but by this time the mountain of Washington red tape under Gail Sullivan's window must almost reach his fifth floor office. He has been throwing it out furiously ever since he took office Oct. 1, 1960, as second assistant postmaster general. This is remarkable in Washington, it's remarkable in the conservative Post Office Department. And especially in the second assistant postmaster general's office where so little happened for so long.

Mr. Sullivan is still at it. In January the Post Office will start its most extensive helicopter mail service test, in the New York City region. Other precedent-setting tests near Los Angeles and Chicago were highly successful—for the public, aviation, and government. They inspired numerous applications for regular short-haul helicopter mail service, they have aroused public confidence in the helicopter, and they have accelerated beginning of certificated operations by at least a year.

Mr. Sullivan has been praised on this page before. This fact does not mean that we feel everything he has done is perfect. But he is beating averages a phenomenal. Despite what some of our friends at CAA say, it's more satisfying to congratulate a deer than to raise a rumpus with those who are so frequently overcome with their own merits. He has shown that a bureau chief can accomplish things in Washington.

Evidence that the airlines appreciate Gail Sullivan's abilities is their definite offer that he head up their reactivated Air Corps, Inc. Mr. Sullivan has also received a ruffled industry bid, which he will surely turn down. Despite his value to the airlines as managing of the air corps organization, we feel he is needed by all aviation for a while longer in the Post Office Department to complete his program there.

ROBERT H. WOOD

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